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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
POLLUTION REPORT

I. HEADING

Date: October 29, 2001

From: Brad Benning, OSC, U.S. EPA, Region V, ERB, RS-II

To:

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Subject: 76th and Albany Site

POLREP#: **Polrep #10 and Final**

II. BACKGROUND

Site ID No.: A541
Delivery Order No.: 68-S5-98-02
Response Authority: CERCLA (ERB)
CERCLA Incident Category: Time-Critical Removal
CERCLIS ID#: ILSFN0507984
NPL Status: Non-NPL
Action Memorandum Signed: November 3, 2000
Ceiling Increase Action Memorandums Signed: February 7, 2001 and August 21, 2001
Start Date: December 18, 2000
Demobilization Date: October 9, 2001
Completion Date: October 9, 2001

III. RESPONSE INFORMATION

A. The property known as 76th and Albany consists of a large tract of land some 20 acres in size. The east half of the site operated as a drive-in theater, although it has been closed and abandon for many years. The west half of the site was apparently vacant land that was leased by the property owners to a construction company as a disposal site for soil, construction debris, and for recycling concrete and asphalt. The construction company abandoned the site in 1993 leaving roughly 400,000 yards of material on site. Subsequent investigations indicated that areas of the

site contained other materials including petroleum contaminated soils, and automobile shredder residue (ASR). Site assessments conducted by the U.S. EPA and the City of Chicago between 1995 and 1999 delineated various locations where substantial amounts of ASR were buried. ASR material contains elevated levels of lead and PCBs which required treatment and specialized disposal. The City acquired the property and initiated a cleanup as part of the redevelopment plan for the area. The City requested assistance from the U.S. EPA to address part of the site where the ASR was exposed on the surface and posed a potential health threat due to the lead and PCB levels. The City started their operations in February of 2000, and after finalizing plans with the City the U.S. EPA scheduled their start date for December of 2000, to address an area of the site that was estimated to contain 10,000 yards of ASR.

During excavation activities it became apparent the amount of ASR was considerably more than anticipated. An increase in the Action Memo was approved on February 7, 2001. The total amount excavated and treated was 22,540 cubic yards.

On March 22, 2001, a meeting was held with City officials to address the possibility of assistance the Agency could offer in the disposal of their treated stockpile of ASR. The City had exhausted their financial resources for the project, and had to shut down operations, leaving approximately 12,000 yds. of treated ASR on site. The Agency agreed to utilize any remaining funds to assist with the disposal of their ASR stockpile.

Between 3/30/01 and 4/3/01, approximately 2,680 yds. of ASR were transported for disposal, until Agency funding was depleted.

In August 2001, the City of Chicago again requested assistance from USEPA to remove the remaining stockpile of treated ASR, approximately 9500 cubic yards. USEPA agreed to help the City, and a second ceiling increase was requested, and signed on August 21, 2001. Work commenced on 9-19-01 and was completed on 10-9-01.

B. Action Taken (9-19-01 thru 10-9-01)

-Construct access road with stone
-Disposal activities completed, 591 loads sent to Waste Management/CID
-Completed final grading of excavation area.
-Demobilized all heavy equipment and personnel.
-Total yards shipped for disposal - 22,540
-Total yards treated to date - 22,540
-Total yards excavated - 22,540
-Total yards removed from City Stockpile - 12,680

IV. NEXT STEPS

Complete close out activities.

V. ISSUES

None

VI. COST TO DATE as of

Subject	Amount Budgeted	Amount Used	Amount Remaining
U.S. EPA	$ 43,800	$ 42,360	$ 1,440
EARTH TECH	$ 1,982,780	$1,800.173	$ 182,607
START	$ 26,600	$ 14,200	$ 12,400

VII. WASTE DISPOSAL SUMMARY

Wastestream	Quantity	Manifest #	Disposal
Non-hazardous debris/soil (1-24-01 thru 2-2-01)	7100 cu. yds.	N/A	Newton County Landfill, Brook, IN
Non-hazardous debris/soil (2-19-01 thru 2-23-01)	3,764 cu. yds.	N/A	Newton County Landfill. Brook, IN
Non-hazardous debris/soil (3-06-01 thru 3-09-01)	3,000 cu. yds.	N/A	Newton County Landfill, Brook, IN
Non-hazardous debris/soil (3-12-01 thru 4-3-01)	11,356 cu. yds.	N/A	Newton county Landfill, Brook, IN
Non-hazardous debris/soil (9-19-01 thru 10-9-01)	10,000 cu. yds.	N/A	Waste Management CID Landfill Chicago, IL

Tetra Tech EM Inc.

250 W. Court Street, Suite 200W ◆ Cincinnati, Ohio 45202 ◆ (513) 241-0149 ◆ FAX (513) 241-0354

October 31, 2002

Mr. Steve Renninger
On-Scene Coordinator
Emergency Response Branch
U.S. Environmental Protection Agency Region 5
26 West Martin Luther King Drive
Office B-2
Cincinnati, OH 45268

Subject: **Final Pollution Report (POLREP)**
Marathon/Ashland Fuel Release
Lebanon, Warren County, Ohio
Technical Direction Document (TDD) No. S05-0206-018
Tetra Tech Contract No. 68-W-00-129

Dear Mr. Renninger:

The Tetra Tech EM Inc. Superfund Technical Assessment and Response Team submits the enclosed final U.S. Environmental Protection Agency (EPA) POLREP for the Marathon/Ashland Fuel Release in Lebanon, Ohio, as the final deliverable for the TDD. If you have any questions or comments about the final POLREP or need additional copies, please contact me at (513) 564-8343 or Thomas Kouris at (312) 946-6431.

Sincerely,

John Sherrard
START Project Manager

Enclosure

cc: Lorraine Kosik, EPA START Project Officer
Thomas Kouris, Tetra Tech START Program Manager
Site File

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
POLLUTION REPORT

I. HEADING

DATE: July 3, 2002

SUBJECT: **POLREP for the Marathon-Ashland Gasoline Release, Lebanon, Warren County, Ohio**

FROM: Steve Renninger, OSC, EPA, Region 5 ERB, Cincinnati, OH ..... (renninger.steven@epa.gov)

TO:
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P. Ryan, USCG ..... (PRyan@ballston.uscg.mil)
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POLREP #: POLREP #1 (INITIAL and FINAL) with attached photographs of (1) view of the excavated interceptor trench; (2) view of a vacuum truck adjacent to the facility retention pond; and (3) a view of the excavated, leaking underground storage tank.

II. BACKGROUND

FPN Number	E02510
Response Authority	OPA emergency response, fuel spill
NPL Status	Not on NPL
Latitude	39°28'58" North
Longitude	84°12'59" West
State Notification	Ohio EPA notified by responsible party
Start Date	June 17, 2002
Completion Date	June 19, 2002

III. SITE INFORMATION

A. Incident Category

OPA incident category: Emergency Response - fuel spill

B. Site Description

1. Site location and background

On Monday, June 17, 2002, the terminal manager at the Marathon-Ashland Petroleum Company's (MAPC) Lebanon Terminal, located at 999 West State Route 122, Lebanon, Warren County, Ohio, noticed that a puddle of gasoline had accumulated in the facility's manifold area. The terminal manager suspected that there had been a considerable release of gasoline and shut down the operations at the terminal. MAPC notified the National Response Center (NRC) on June 17, 2002, at 0818 hours to report the release.

2. Description of Threat

Gasoline is flammable and contains benzene, toluene, ethylbenzene, and xylene compounds, which are known to pose a threat to human health, the environment, and sensitive ecological populations.

IV. RESPONSE INFORMATION

A. Situation

1. Current situation

On Monday, June 17, 2002, a large puddle of gasoline was discovered by the terminal manager in the manifold area at the MAPC Lebanon Terminal on West State Route 122, in Lebanon, Ohio. The manager was inspecting the terminal grounds when the puddle was discovered. The manager was concerned that one of the tanks or product lines in the area was actively leaking gasoline. The manager reported the release to the NRC and to Ohio EPA.

2. Response Activities to Date

June 17, 2002 - Monday

At approximately 0800 hours, the manager of the MAPC Lebanon Terminal observed a puddle of gasoline in the manifold area at the terminal and at 0818 hours, the manager shut down terminal operations and notified the NRC of the release. At approximately 0900 hours, the manager notified Ohio EPA of the release. At 1000 hours, EPA contacted Ohio EPA OSC Farmer and stated that EPA would provide air monitoring assistance to determine if gasoline vapors were being emitted from the facility. At 1030 hours, EPA requested Tetra Tech START mobilize to the spill scene to assess the threat of release to the surrounding area, provide air monitoring support, and to oversee responsible party clean-up activities. In addition, EPA OSC Renninger contacted USCG to obtain a federal pollution number (FPN) with a ceiling of $10,000. At 1200 hours, Ohio EPA OSC Farmer notified OSC Renninger that the gasoline spill was contained on site and requested continued Tetra Tech START support for oversight of

fuel recovery efforts and air monitoring support. At 1225 hours, Tetra Tech START arrived at the MAPC Lebanon Terminal met with Ohio EPA OSC Farmer, Mr. Frank Young of the Warren County Department of Emergency Services, the MAPC terminal manager, and the MAPC environmental contractor, Clean Harbors, Inc. (Clean Harbors).

During this meeting, Clean Harbors informed Tetra Tech START that preliminary perimeter air monitoring had revealed a benzene concentration of 5 parts per million (ppm) downwind of the release area. In addition, Tetra Tech START was informed that Clean Harbors crew would be entering the release area in Level B personal protection equipment (PPE) to obtain organic vapor readings using a photoionization detector (PID) so the exclusion zone could be delineated. Clean Harbors donned Level B PPE and entered the spill area at 1305 hours. During this time, Tetra Tech START conducted perimeter air monitoring with a PID and observed organic vapor concentrations ranging from 2.0 to 15.1 ppm. At 1355 hours, Clean Harbors exited the release area.

At 1400 hours, Tetra Tech START attended an operations meeting with representatives of MAPC and Clean Harbors. Tetra Tech START was informed that Clean Harbors observed free product standing in a puddle near the manifold area, within 2 catch basins bordering the tank farm area, and in a facility retention pond. Clean Harbors informed Tetra Tech START that PID readings ranged from 1.7 to 9.8 ppm in areas adjacent to the release area, and from 60 to 65 ppm immediately above the release area. Clean Harbors decided to begin cleaning up the release by pumping down the free product out of the two catch basins and the retention pond with a vacuum truck, which would then be emptied into an oil-water separator located at the MAPC terminal. Clean Harbors donned modified Level C PPE with flame retardant suits and that the removal of any impacted material in the manifold area would be postponed until the catch basins were no longer producing free product. At 1430 hours, Tetra Tech START updated EPA OSC Renninger of site activities. At 1500 hours, Clean Harbors began establishing the exclusion zone by allowing one point of entry to the manifold area and making other preparations to clean up the release.

At 1635 hours, Clean Harbors began pumping down the catch basins and Tetra Tech START met with the MAPC District Manager. Tetra Tech START was informed that MAPC had hired another contractor, Spade Corporation (Spade), which were mobilizing to the MAPC terminal. Spade would be conducting nitrogen pressure testing of the manifold piping near the spill to isolate the source of the gasoline release. At 1645 hours, Tetra Tech START updated EPA OSC Renninger with site activities.

At 1830 hours, Tetra Tech START attended another operations meeting with MAPC and Clean Harbors. Clean Harbors informed Tetra Tech START that the catch basins had been pumped dry several times and each time were quickly recharged with both water and gasoline. During this meeting, Clean Harbors mobilized another vacuum truck to the MAPC terminal so the catch basins and the retention pond could be pumped simultaneously. It addition, Clean Harbors decided to install a shallow interceptor trench near the manifold area. The meeting ended at 1900 hours, at which time Clean Harbors began pumping from the retention pond and excavating the interceptor trench. At 1915 hours, Tetra Tech START updated EPA OSC Renninger with site activities.

At 2000 hours, Spade arrived at the MAPC terminal and began preparation to conduct nitrogen pressure testing of the product lines in the manifold area. During this time, Tetra Tech START conducted air monitoring activities in the manifold area and did not observe any readings greater than 8 ppm and 0% LEL. At 2125 hours, Spade conducted nitrogen pressure testing on the product lines in the manifold area. At 2215, Spade informed Tetra Tech START that the nitrogen pressure test had revealed that the source

of the gasoline was not one of the product lines but rather one of the three tax tanks (10,000 gallon underground storage tanks (UST)) immediately beneath the manifold piping. MAPC informed Tetra Tech START that the leaking UST was known as the blend-grade tax tank. According to MAPC, the leaking UST and the other two non-leaking USTs, were scheduled to be removed later in the week and a removal contractor had already been procured. MAPC and Spade decided that Spade would work on bypassing the blend-grade tax tank and would disassemble the manifold piping while Clean Harbors continued the pumping operation. An estimated 7,100 gallons of water and gasoline had been pumped from the catch basins and retention pond throughout the day. At 2245 hours, Tetra Tech START departed the MAPC terminal.

June 18, 2002 - Tuesday

Tetra Tech START arrived at the MAPC Lebanon Terminal at 0945 hours. MAPC and Spade personnel were still working on bypassing the leaking blend-grade tax tank. Clean Harbors personnel continued to pump water and gasoline from the catch basins and retention pond. At 1000 hours, Spade informed Tetra Tech START that they had successfully bypassed the leaking blend grade tax tank and that because the other two tax tanks were already scheduled for removal, they would begin work on bypassing those two tanks as well.

At 1200 hours, Tetra Tech START attended an operations meeting with MAPC and Clean Harbors. In addition to the catch basins and retention pond, Clean Harbors had begun using a recovery point within the manifold area that consisted of a vertically mounted, open-bottomed, steel culvert pipe. According to Clean Harbors, this recovery point had been pumped down twice overnight and was slow to recharge. To accelerate the recovery, Clean Harbors stated that they would be replacing the open-bottomed, steel pipe with a length of 8-inch slotted PVC well screen and would be installing a second recovery point in the manifold area with another length of 8-inch slotted PVC. MAPC informed Tetra Tech START that continuous air monitoring in the manifold area had not revealed any elevated volatile organic compound readings. At 1220 hours, Tetra Tech START departed the MAPC terminal and informed EPA OSC Renninger with site activities.

At 1640 hours, Tetra Tech START returned to the MAPC terminal. Clean Harbors personnel continued to recover gasoline and water from the retention pond, catch basins, and manifold area recovery points. Spade was preparing to demobilize from the MAPC terminal. Spade informed Tetra Tech START that they had completely bypassed the three underground tax tanks and had completely dismantled the manifold piping. In addition, Spade had excavated the material away from the top of the leaking blend grade tax tank and performed another nitrogen pressure test. The test confirmed that this was the leaking tank. Spade also tested all of the other lines and tanks near the spill area and concluded that no additional leaks were apparent. Based on these results, MAPC decided to have the tank removal work start the following day. At 1645 hours, Spade demobilized from the MAPC terminal.

At 1730 hours, Clean Harbors informed Tetra Tech START that since they had mobilized to the MAPC terminal on the previous day, a total of 19,068 gallons of gasoline and water had been recovered and sent to the on-site oil-water separator. Clean Harbors also informed Tetra Tech START that the blend-grade tax tank still contained approximately 10,000 gallons of product and that this product would be pumped from the tank and returned to another above-ground storage tank on the MAPC terminal. According to Clean Harbors, the 10,000 gallons of product would not be included in their recovery estimates, but was being removed to facilitate the tank removal. At 1800 hours, Clean Harbors personnel began preparing to pump the product from the leaking blend grade tax tank. Removal of the product from the leaking tank

began at 1900 hours. At 2000 hours, Tetra Tech START departed the MAPC terminal and informed EPA OSC Renninger with site activities.

June 19, 2002 – Wednesday
Tetra Tech START arrived at the MAPC terminal at 1340 hours. At 1345 hours, MAPC representatives stated that product recovery efforts were still in progress and that their tank removal efforts, which were to be conducted by their contractor, Arcadis, had been postponed because a significant amount of product was still being recovered in the manifold area. At 1410 hours, Clean Harbors informed Tetra Tech START that of the 19,068 gallons recovered the previous day, 3,444 gallons was product while the remainder was water. In addition, because recovery efforts were still continuing, an additional 11,100 gallons of gasoline and water had been recovered since the previous day's estimate was made. Of this 11,100 gallons, 9,400 gallons was water and 1,700 gallons was gasoline. At 1420 hours, Tetra Tech START departed the MAPC Lebanon Terminal and informed EPA OSC Renninger with site activities.

June 20, 2002 – Thursday
EPA OSC Renninger discussed response and recovery efforts with MAPC. MAPC will submit MAPC Investigation Report to EPA.

B. Next Steps

Prepare cost documentation package for USCG.

C. Key Issues

1. The spilled gasoline was fully contained within the MAPC terminal area and no gasoline was released off of MAPC's property.
2. Perimeter air monitoring did not reveal elevated concentrations of VOCs being released from the facility.
3. MAPC recovered approximately 5,100 gallons of gasoline from the estimated 10,000 gallons released.

V. COST INFORMATION (estimated)

Personnel	Budget	Used to Date	Remaining
START	$3,250	$1,500	$1,750
TOTALS	$3,250	$1,500	$1,750